

The Fire Fighter Gazette

Issue 9

June 1997

Careers Class Held

The University of Cincinnati conducted the class "*Political and Legal Foundations of the Fire Service*" at the Air Force Academy from May 3 - 6, 1997.

This class was put together by Mr. **Hugh Pike** from AFCESA, through the Civil Engineer CAREERS program. **Dr. William Kramer** (pictured at right, teaching at the Fire Training Center of the Academy Fire Department) provided the tutelage. Dr. Kramer is the Fire Chief of the Indianapolis International Airport Fire Department, as well as an Associate Professor from the University of Cincinnati. A published author (*FIRE OFFICER'S GUIDE TO DISASTER CONTROL*, Pennwell Publishing), Dr. Kramer brought a wealth of experience to an extremely important class. The focus of the class was legal aspects of the fire service, both from a civilian and a military perspective. The students learned about where the law comes from, and how it is applied. Several guest speakers provided a unique perspective to the class, including two



The focus of the class was legal aspects of the fire service, both from a civilian and a military



members of the El Paso County District Attorney's Office (pictured left), who addressed civil issues, including arson investigation, and a military

Need Your Help

As always, we would like to solicit your articles or questions, so here is how you can get in touch with us: 510 CES/CEF, 6202 Pine Drive, USAF Academy, CO 80840. Our phone numbers are: Commercial: (719) 333-2051, DSN 333-2051, and FAX: (719) 333-3740, DSN 333-3740. If possible, article submissions should include a Word For Windows file on floppy disk. Another way to get in touch with of us is through E-Mail:

ernst.piercy@usafa.af.mil

Using this method, you can attach your articles right to the message! We are also on the World Wide Web, and would love to have you visit us:

<http://www.usafa.af.mil/fire-dept>

A description of our department, vehicles, equipment, SOPs and many links are located on our page.

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Careers Class ...

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lawyer who provided an excellent presentation on the peculiarities associated with working on a federal installation. Other highlights of the course include a riveting discussion of the incident near Sheppard AFB, led by Chief Bennyhoff, and numerous other group discussions involving real-world incidents. The course culminated with an incredibly challenging 50 question final exam.

The course, while both interesting and challenging, was not all work. Certainly all required contact hours were met, but no one said it had to be boring! One afternoon proved to be particularly beautiful outside, so the tables and chairs were moved outside onto the deck for the class. Apart from a few minor sun burns (the name **Bill Stevens** comes to mind), class went very well. An afternoon bar-b-que brought not only a necessary diversion from class, but allowed us to shorten lunch and press on with the instruction on the second to the last day (even the 10th Air

base Wing Commander, Colonel **Downing**, and the 10th Civil Engineer, Colonel **Earls**, broke bread with us). The wild turkeys on the Academy, as well as the deer that live here, brought plenty of comments from the attendees (the deer picture below, to the right, was taken in the Fire Training Area). One evening after class, a trip to a historic mining town in the mountains proved to be both adventuresome and enjoyable. The bus ride provided an excellent view of the changing foliage. Overall, a highly successful class put on by the CAREERS folks. The Academy was very happy to act as the host for the University and AFCESA. The list of attendees is provided for you information:

Richard Duncan
Ernst Piercy
Chris Burdette
Jeff Sukalski
Don Skeldum
Steve King
Tom Boyce
William Bennyhoff
Charlie Cain
Joe Ybarra
William Parsons
James Goodbread
Randall Dorris

USAF Academy, CO
USAF Academy, CO
Davis-Monthan AFB, AZ
Laughlin AFB, TX
Minot AFB, ND
McGuire AFB, NJ
Fairchild AFB, WA
Sheppard AFB, TX
Randolph AFB, TX
Edwards AFB, CA
Eglin AFB, FL
Tinker AFB, OK
McClellan AFB, CA

Ralph McHenry
Bill Stevens
Roger Schwartz
Marc Broxton
Daniel Ardoin
Ronald Givens
Daniel Rodwill
Mark Lawler
Ken Smith
Thomas Woods
Gerodd Stevenson
Daniel Holloman
Donald Lane
Randy Eppley

Whiteman AFB, MO
Selfridge ANGB, MI
Charleston AFB, SC
Spangdahlem AB, GE
Vandenberg AFB, CA
Patrick AFB, FL
March AFB, CA
Hickam AFB, HI
McGhee Tyson ANGB, TN
USAF Academy, CO
Charleston AFB, SC
Hurlburt AFB, FL
FE Warren AFB, WY
Columbus AFB, MS



Important Article!

The editor had a very important article planned for this very space, but unfortunately the submission did not make it in time for print. The article, written by a certain young, highly motivated fire officer (recently promoted, I might add), from the **Eglin AFB** fire department was simply not finished in time. If anyone is interested in calling the Eglin AFB Fire Department to find out what this article was going to be about, his name is..., well, I better not publish his name here. Since he knows who he is, I am sure that he doesn't want a 100 curious phone calls. Having said that, we are anxiously awaiting those words of wisdom the *Fire Fighter Gazette* were promised. Will be happy to hold space in the next issue for your article

Are there other aspiring writers out there? Will be happy to make you a published author! See page one for instructions of how to get into the next issue!



Darwin Award Winners

You all know about the Darwin Award - It's an annual honor given to the person who did the gene pool the biggest service by killing themselves in the most extraordinarily stupid way.

The 1995 winner was the fellow who was killed by a Coke machine that toppled over on top of him as he was attempting to tip a free soda out of it.

1996 Winner. The Arizona Highway Patrol came upon a pile of smoldering metal embedded into the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an airplane crash, but it was a car. The type of car was not identifiable at the scene. The lab figured out what it was and what happened. It seems that an Air Force Sergeant had somehow gotten hold of a JATO unit (Jet Assisted Take Off -- actually a solid fuel rocket) that is used to give heavy military transport planes an extra "push" on a short field take off. He had driven his Chevy Impala out into the desert and found a long straight stretch of road. He then attached the JATO unit to his car, jumped in, got up some speed and fired off the JATO unit! The facts, as best as could be determined, are that the operator of the 1967 Impala hit the JATO ignition at a distance of approximately 3.0 miles from the crash site. This was established by the prominent scorched and melted asphalt at the location. The JATO, if operating properly, would reach maximum thrust within 5 seconds, cause the Chevy to reach speeds well in excess of 350 MPH and continue at full power for an additional 20 - 25 seconds. The driver, soon to be a pilot, most likely would have experienced G-forces usually reserved for dog fighting F-15 jocks under full afterburners, basically causing him to become insignificant for the remainder of the event. However, the automobile remained on the straight highway for about 2.5 miles (15 - 20 seconds) before the driver applied and completely melted the brakes, blew the tires and left thick rubber marks on the road surface. The Chevy became airborne for an additional 1.4 miles, impacted the cliff face at a height of 125 feet, and left a blackened crater 3 feet deep in the rock face. Most of the driver's remains were not recoverable. However, finger nail and bone shards were removed from a piece of debris believed to be a portion of the steering wheel.

And now, the 1997 winner: Larry Waters of Los Angeles - one of the few Darwin winners to survive his award-winning accomplishment. Larry's boyhood dream was to fly. When he graduated from high school, he joined the Air Force in hopes of becoming a pilot. Unfortunately, poor eyesight disqualified him. When he was finally discharged, he had to satisfy himself by watching jets fly over his backyard. One day, Larry, had a bright idea. He

decided to fly. He went to the local Army-Navy surplus store and purchased 45 weather balloons and several tanks of helium. The weather balloons, when fully inflated, would measure more than four feet across. Back home, Larry securely strapped the balloons to his sturdy lawn chair. He anchored the chair to the bumper of his jeep and inflated the balloons with the helium. He climbed on for a test while it was still only a few feet above the ground. Satisfied it would work, Larry packed several sandwiches and a six-pack of beer, loaded his pellet gun -- figuring he could pop a few balloons when it was time to descend -- and went back to the floating lawn chair. His plan was to tie himself down and lounge around in his back yard after severing the anchor and in a few hours come back down. Things didn't quite work out that way. When he cut the cord anchoring the lawn chair to his jeep, he didn't float lazily up to 30 or so feet. Instead he streaked into the LA sky as if shot from a cannon. He didn't level off at 30 feet, nor did he level off at 100 feet. After climbing and climbing, he leveled off at 11,000 feet. At that height he couldn't risk shooting any of the balloons, lest he unbalance the load and really find himself in trouble. So he stayed there, drifting, cold and frightened, for more than 14 hours. Then he really got in trouble. He found himself drifting into the primary approach corridor of Los Angeles International Airport. A pilot spotted Larry and radioed the tower -- describing a guy in a lawn chair with a gun. Radar confirmed the existence of an object floating 11,000 feet above the airport. LAX emergency procedures swung into full alert and a helicopter was dispatched to investigate. LAX is right on the ocean. Night was falling and the offshore breeze began to flow. It carried Larry out to sea, with the helicopter in hot pursuit. Several miles out, the helicopter caught up with Larry. Once the crew determined that Larry was not dangerous, they attempted to close in for a rescue but the draft from the blades would push Larry away whenever they neared. Finally, the helicopter ascended to a position several hundred feet above Larry and lowered a rescue line. Larry snagged the line and was hauled back to shore. The difficult maneuver was flawlessly executed by the helicopter crew. When Larry was hauled to earth, he was arrested by waiting members of the LAPD for violating LAX airspace. As he was led away in handcuffs, a reporter dispatched to cover the daring rescue asked why he had done it. Larry stopped, turned and replied nonchalantly, "A man can't just sit around." Let's hear it for Larry Waters, the 1997 Darwin Award Winner.

Fire Folks

Inactivation

The **928th O'Hare Air Reserve Station Fire Department** will officially close its stall doors on 30 June 97 with the inactivation of the O'Hare Air Wing. This puts a closure to an outstanding Air Force Reserve Command Fire Department's service protecting the men and women that fly and serve this great country. The fine team of civilian and reserve firefighters are driving into retirement or on to other fire protection careers.

Departure

O'Hare's Fire Chief, **Ernest A. Shores** retires 1 July 97 after 28 years of federal service. Chief Shores was O'Hare's Chief for 13 years.

Final Alarm

A fellow firefighter, TSgt **James Kelley**, passed away 8 May 1997. Jim had been living in San Diego with his family. He had been courageously battling cancer since April, 1996 and never gave up hope or lost spirit. In a recent conversation, he expressed his heartfelt gratitude for all who sent their prayers; he said that did more for him than any of the medical treatments he was receiving.

Jim was a great firefighter and friend and will be missed tremendously by all who knew him. If anyone would like to make a donation or send condolences, it can be sent to: Kelley Family, 751 Valley Village, El Cajon, Ca 92021. Information provided by MSgt Russell Thayer, Deputy Fire Chief, Eielson AFB, AK.



New Tech Sergeants in Fire!

Here they are - be sure to "grip" the hand of the following fire folks with new stripes:

Alvarez Michael
Barbe James
Barthel Robert
Beck Jeffrey
Boardman
Sidney
Boger Jeffery
Bryant David
Byrd Darrell
Callaway Lloyd
Carter Michael
Coder Dale

Colmus David
Conklin David
Crowell Paul
Curtis Kevin
Cushing William
Dehn Eric
Dickens Kevin
Drost Darrell
Ellis Gary
Emerson Donald
Feigenbaum
Randall

Ferrell Joseph
Flagler Timothy
Flores George
Foisy Michael
Foster Steven
Galeener Brett
Garner Keith
Gelarden John
Geter Paul
Gomes Lance
Gordon Kari
Groce Charles

More new "Techs":

Hall Scott
Haltermann Jesse
Hancock Roger
Hardin Will Jr
Harris Craig
Haynes Michael
Hinson John
Horton Xavier
Howell Daniel
Hummingbird Jimmy
Jablonski Jessie
Jones Samuel
Kemp Thomas
Kissinger Jerome
Lambert Andrew
Maher Robert Jr
McCreary Merle
Milam Jonathan
Modica Robert Jr
Mohr Christopher
Moreno Gabriel
Neudecker Robert
Nicholas Jeffery
Patton Richard
Pepin James
Quay Stephan
Respress Joe Jr
Rocheleau Michael
Rushing James
Salvador Randy
Scott Terence
Shaw Timothy
Shorty Darren
Smith Elliott
Smith Fred
Thiem Richard
Thompson John Jr
Thompson Joseph
Thornton Robert
Wahl Scott
Wanty Bret



New Master Sergeants!



Of course, we can't forget the new Master Sergeants! Congrats to each of them as well!

Alexander William
Bauer Wilhelm Jr
Click Wayne
Contat David
Cox Richard
Donnett James
Duesler Richard
Edwards Troy
Fain David
Faircloth James
Foster Brian
Hankins Dale
Hatfield Ronald
Hicks Curt
Jaegge Robert
Kannegaard John
Kass David
Kuchman Mark
Kunicki Christopher
Lazier John
Lencke James
Lillie Timmy
Macaruso Joseph
Mandl David
Martin Gregory
Mincey Gordon
Monahan Lawrence
Munfus David
Nelson Roy
Neutzling Jeffrey
Newman Kenneth
North Dale
Pape Joseph Jr
Pinder Robert
Powell Marty
Russell Gregory
Russell Kevin
Stephenson Timothy
Stortecky Mark
Tremberth Robert
Wilgus Craig
Willett Douglas
Williams Craton
Wuchner Robert

PACAF Airman of the Year



CMSgt **Gene Rausch**, HQ PACAF, is proud to announce that Senior Airman **Trisha B. Shoup** is the PACAF Airman of the Year.

Lieutenant Colonel Alberto Armesto, 8th Civil Engineer Squadron commander, describes Shoup as "totally committed to excellence".

Senior Airman Trisha B. Shoup is the airman-in-charge of the fire alarm communication center at Kunsan Air Base, Republic of Korea. Lieutenant Colonel Alberto Armesto, 8th Civil Engineer Squadron commander, describes Shoup as "totally committed to excellence". The Poughkeepsie, New York native graduated high school in 1988 and attended the Indiana University of Pennsylvania before enlisting in the Air Force in 1992. After basic military training at Lackland Air Force Base, TX, Shoup attended the Fire Protection School at Chanute AFB, IL. Her first duty assignment was RAF Lakenheath, United Kingdom, from 1993 to 1995. After RAF Lakenheath, she moved to Offutt AFB, NE. In 1996, Shoup reported for duty at Kunsan.

In her four year Air Force career, Shoup has attended schools for emergency medical technician, CPR, first responder instructor and space shuttle orbiter rescue. She has served temporary duty assignments at Zaragoza, Spain (in support of a space shuttle Endeavor flight) and at Al Dahfra AB, United Arab Emirates.

At Kunsan, Shoup's duties include managing the fire alarm communication center (FACC). She implemented the complex Department of Defense Fire Incident Reporting System that provides detailed fire incident data to the Naval Safety Center. Shoup also developed a training and certification program to ensure all FACC operators are certified in accordance with national fire protection standards.

Off duty, Shoup has served as president and vice president of her squadron's unit advisory council and is active with the American Red Cross. She has completed her associates degree in fire protection and is pursuing a bachelor's degree in management.

During her acceptance speech, Shoup thanked CMSgt Marvin Gunderson (Kunsan



AB Fire Chief) for giving her the opportunities she never dreamed possible. "He also gave me encouragement and support, it wasn't easy," Shoup said. "Every mistake I made the Chief gritted his teeth and said that's OK. I'm sure sometimes when it really wasn't. He's been my mentor." Shoup went on to say, "This has been an incredible experience for me and I could not have been selected as the PACAF Airman of the Year without the support of the men and women of the Wolf Pack (8th Fighter Wing)."

Senior Airman Shoup will go on to compete for the Air Force 12 Outstanding Airmen of the Year.

DoD Fire Conference

The second annual DoD Fire Conference will be held this year in Dallas, Texas from August 23 - 28, 1997 in conjunction with the International Association of Fire Chiefs Conference and Fire-Rescue International 1997. These concurrent events provide a unique and valuable networking opportunity for DoD professional fire and emergency services personnel, and a forum for the DoD Fire and Emergency Services Awards Program. Participants will be exposed to new fire fighting technologies, demonstrations by manufacturers of the latest fire fighting equipment, and presentations by the leading authorities in the field of fire and emergency services. Here are some of the planned activities, but they are not yet "etched in stone":

August 22 - Subcommittees and QC meetings.
August 23 - Fire-Rescue and DoD Sessions Open, Exhibits open.
August 24 - Second general session, exhibits.
August 25 - IAFC Workshops, exhibits.
August 26 - DoD General sessions/workshops; keynote speaker - **Major General Lupia**.
August 27 - IAFC Closing Session.
August 28 - Service Component Meetings; DoD Awards Luncheon.
August 29 - MAJCOM meetings.